

NEW BATTLESHIP PLANS**TELLS OF COSTLY BONDS**
Jersey City Courthouse Witness
Tests as to Waste.

May Not Be Larger than the
New York and the Texas.

DEPARTMENT EMBARRASSED

Restrictions Imposed by Law Re-
quire Changes in Designs
Question of Oil Fuel.

(From The Tribune Bureau.)

Washington, April 6.—The naval autho-

rities are considering final plans for the new

battleships authorized at the last session

of Congress. It has been found necessary to

make some modifications in the designs al-

ready approved, and possibly the completed

vessels will not represent the advance in cer-

tain characteristics desired by the experts,

It was hoped to increase the displacement,

as compared with that of the New York

and the Texas, authorized in 1910, but the

unit of cost to \$8,000,000 and restrictions in

the way of construction and contract re-

quirements have made it necessary to

change the design in important particulars.

The question that seems to be giving the

most trouble is that of fuel. The designs

as approved by Secretary Meyer provided

for the exclusive use of oil. There has

been so much criticism of this feature that

the question has been reopened. It is

maintained by the opponents of the plan

that if oil is used entirely the usefulness

of a battleship will be restricted. Coal is

available everywhere, and even in time

of war it may be purchased by a belliger-

ent ship under certain conditions. Oil can-

not be procured so readily for ships. Ex-

pensive plants for storage and a costly sys-

tem of delivery to the Asiatic station, for

instance, would be necessary. Oil depots

would be required in the West Indies

probably at Guantánamo, and in Hawaii.

The present coal stations could be utilized,

and steel tanks would have to be erected

and vessels designed for carrying oil from

the main source of supply.

The assertion is made that a battleship

designed entirely on oil for fuel will be

seriously handicapped in time of war.

New York and the Texas are so de-

signed that they depend mainly on coal and

an oil burn on occasion as an auxiliary ar-

nagement. That is considered an effective ar-

angement.

It is desired to incorporate in the design,

notwithstanding the insufficient limit of

oil, an increase of protection by having

heavier armor on the submerged part of the

ship. This is considered vital in view

of the development of the system of at-

tack to torpedo fire.

It is also hoped to retain the arrange-

ment of twelve 14-inch guns so as to have

three in a turret. This will result in a

saving of some weight in the turret armor,

but over this arrangement has been criti-

cized as rendering it possible for an enemy

to put three guns, instead of two, out of

commission by disabling a turret. On the

other hand, there is added concentration

of fire, so that in this particular the ad-

vantage offset the disadvantages, but the

question of liquid fuel is engaging the

most serious attention.

The department finds itself seriously em-
barrassed by the law regarding the con-
tracts for ship construction as set forth in
the terms of the naval appropriation act of
March 4. The law contains many limi-
tations which the Secretary of the Navy
finds difficult to observe, involving some
of the ships authorized by Congress in 1910.

SEES GOOD TIMES AHEAD**PUT \$4,870 IN A MONEY MILL****Man and Daughter Missed Cash
and Men on Awakening.****Krutschmitt, of the Harriman
Lines, Is Cheerful.**

JULIUS KRUTSCHMIDT, vice-president and
director of maintenance of both the Union
Pacific and Southern Pacific companies,
said yesterday that the crop outlook in
their territory, so far as could be judged
at this season of the year, was promising,
and there were prospects of genuine im-
provement in general business in the near
future.

Morris Rosenberger, who was called on as
an expert, testified that everything was up
to the specifications except that the cost of
the electric globes was excessive. His esti-
mate was that \$32,000 should have been a
fair price, but the county was charged \$50,
000.

James Billington, the superintendent of
construction, said that the marble fur-
nished was defective, and had over four
hundred cracks that had been filled with
a composition. The hearing was continued
until to-day.

HARRIMAN LINES ORDER RAILS**Contracts for 72,000 Tons Said To Be
Larger Than Trade Expected.**

Orders for 72,000 tons of steel rails have
just been placed by the Harriman lines for
delivery during the current year. The total
value of which is approximately \$2,000,
000, is divided among the Colorado Fuel and
Iron Co., the Illinois Steel Company and the
Tennessee Coal, Iron & Railroad Co., of
which the last two are subsidiaries of the
United States Steel Corporation. It is un-
derstood that the Colorado Fuel and Iron
Co. received contracts for \$2,000 tons.

The order of the Harriman lines, which
had been eagerly awaited by the steel rail
companies, was somewhat larger than had
been expected, as it was known that they
had a large supply of rails on hand due
to the fact that at the close of 1910 they
purchased 25,000 tons for replacement work
on the main line which was interrupted
by untoward developments during the last
year.

The present order, with the rails already
on hand, will cover all the rail require-
ments of the different lines of the system for
the current year, it is said.

STEEL AND COAL MERGER PLAN**Southern and Alabama Companies
Soon To Be Consolidated.**

A merger committee is being formed to
accomplish the consolidation of the Southern
Iron and Steel Co. with the Alabama Con-
solidated Coal and Iron Co. The committee
which is expected to be named in a day or
two, will include one representative from
each company, one representative from
Hayden, Stone & Co., who are financing
the merger.

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DINKEY NOT TO RESIGN**Issues Statement in Pittsburgh at Sug-
gestion of Mr. Gary.**

Washington, April 6.—The following orders
were issued.—

Ex-Judge E. H. Gary, chairman of the
United States Steel Corporation, said yes-
terday with reference to a report that A. C.
Dinkey was to resign as president of the
Carnegie Steel Company, which is one of
the subsidiary companies of the Steel Cor-
poration, that he had not heard of any such
intention on Mr. Dinkey's part and was
as yet decided upon, it is said, but it is
expected that this will be done shortly.

The combined capitalization of the two
companies is something over \$30,000,000, but
it is understood that this will be consider-
ably cut down when the capital of the new
company is fixed. When this merger is
consummated the consolidated companies
will in turn be taken over by the Alabama
Consolidated Coal, Iron and Steel Co., which
is to be formed by the merger of the Al-
abama and the Southern companies.

Mr. Dinkey, who is to be president of the
new company, will be given a salary of
\$10,000 a month, and will receive a
bonus of \$10,000 a year.

He will be succeeded by Mr. George
F. Hartman, who is to be vice-president.

Mr. Hartman, who is to be treasurer of
the new company, will receive a salary of
\$5,000 a month, and will receive a bonus
of \$5,000 a year.

Mr. Hartman will be succeeded by Mr.
John W. Bergner, who is to be controller.

Mr. Bergner will receive a salary of
\$4,000 a month, and will receive a bonus
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